Appointment of foreign nationals in domestic airlines

734. SHRI ABU ASIM AZMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government has framed any policy relating to appointment of foreign nationals by domestic airlines;

(b)if so, the details thereof;

(c) whether the security clearance of foreign nationals is mandatory before they are appointed by domestic airlines;

(d)if so, the details thereof; and

(e) the details of foreign nationals appointed so far in different capacities in domestic airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) In accordance with Civil Aviation Requirements, security clearance of foreign crew and engineers is necessary before they can be allowed to operate/maintain Indian registered aircraft. Further, Directors and Chairman/CEO of the organization seeking NOC are also required to be security cleared.

(e) The details of foreign national employed by private scheduled airlines are as under:

Jet Airways (263 Pilots and 40 Others at CEO/Corporate Level), Jet Lite (13 Pilots), Air Deccan (148 Pilots, 69 Engineers and 01 Other at CEO/Corporate Level), Kingfisher Airlines (96 Pilots and 2 Engineers), Spicejet (45 Pilots and 02 Others at CEO/Corporate Level), Paramount Airways (20 Pilots, 10 Engineers and 01 Other at CEO/Corporate Level), Go Air (12 Pilots), IndiGo (74 Pilots and 06 Others at CEO/Corporate Level). In addition Jet Airways has 108 foreign cabin crew which are exclusively used for international operations.

Enhanced security measures at airports

735. SHRIMATI SHOBHANA BHARTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry has announced that it would undertake a comprehensive review
with the Ministry of Home Affairs to plug all possible loopholes in the security arrangements
at airports;

(b) whether Airports Authority of India (AAI) has decided to install equipment at hypersensitive and sensitive airports across country and at least fifty hypersensitive and sensitive airports have been finally provided equipment they have been handicapped without for long; and

(c) if so, to what extent the security has now been fully revived?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Security arrangements at airports are reviewed regularly and remedial action taken. Such review is an ongoing process undertaken in consultation with various security agencies and Ministry of Home Affairs to ensure security *vis-a-vis* the assessment of threat.

The necessary equipments are provided at all airports including hyper sensitive and sentitivc airports based on recommendations and Technical Specifications prescribed by Bureau of Civil Aviation Security.

Differential airport charges in the country

736. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be
pleased to state:

(a) whether it is a fact that India's Airport charges are the second highest in Asia, after Hong Kong;

(b)if so, the details thereof;

(c)whether it is also a fact that international flights pay 33 per cent more than the domestic flights landing at the same airport in India while airports of other countries do not have differential tariff;

(d)if so, the details thereof;

(e)whether Government is considering to restructure charges to bring them on par with the charges prevailing in other countries;

(f) if so, the details thereof; and

(g)if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. A comparative statement of Airport charges of nine Asian countries is given in Statement *(See* below).

(c) and (d) International flights are levied 33 per cent more than domestic flights for landing and Terminal Navigation landing charges (TNLC) at international airports. At domestic airports also landing and TNLC are higher for international flights. Route Navigational Facility Charges (RNFC) and parking charges are same for international and domestic flights. Several countries like Argentina, Canada, France, Iran, Italy, Newzealand, Pakistan, Phillippines, Republic of Korea, South Korea and Spain have adopted differential rates for domestic and international flights.

(e) to (g) There is no such proposal under consideration at present. Government has proposed to set up an independent Regulatory Authority namely, Airport Economic Regulatory Authority (AERA) to, *inter-alia,* determine the tariff structure for the aeronautical services, development fees in respect of major airports and passengers fee to be levied under rule 88 of the Aircraft Rules, 1937.

Statement

Representative Landing, Take-off and Passengers Related Charges for A320,B767-400 Aircraft Engaged in Scheduled International Operations

As Per ICAO DOC.7100 (Tariffs for Airports and Air Navigation Charges) (2006 Edition)

Sl. No.	Asian Country	Daytime Landing and Take-off Charges			Charges Related to Take-off Charges			Passenger Related Charges	Total Passengers Carried	
		A320	B767	B747	A320	B767	B747	A320	B767	B747
		USD	USD	USD	USD	USD	USD	USD	USD	USD
1	Pakistan	515	1308	2762	3996	6293	10492	4511	7601	13254
2	Hongkong	717	1634	3314	1799	2846	4774	2516	4480	8088
3	China (Beijing)	770	1877	4343	1285	1984	3179	2055	3861	7522
4	Singapore	335	958	2126	1350	2155	3642	1685	3113	5768
5	Thailand	274	787	1758	1360	2142	3574	1634	2929	5332
6	Japan (Tokyo)	1497	3 808	8039	83	132	221	1580	3940	8260
7	Iran	799	1876	3850	745	1178	1977	1544	3054	5827
8	Republic of Korea	700	1740	3590	2095	3235	5334	2795	4975	8924
9	India	494	1204	2587	490	775	1300	984	1979	3887